

## WHEN THE SEA TAKES TOLL

Lone Survivor of Gallant Crew All That the Life Savers Might Bring Through the Breakers.

The vessel fought in that last half hour as it had fought all day—gamely, but without hope. Those who watched from the lee shore saw the wheelhouse, like a smashed match box; saw the crazed, demented movements in the cauldron, drifting here and there, but always terribly shoreward. Sea followed sea in wild confusion, a great jungle of mad monsters, foaming white at the mouth, roaring, snarling, snapping with vicious teeth. It was nearer now. Only a few minutes to live. A great, shaggy brute, bigger and wilder than the rest, charged it, caught it as it were on the tusks and threw it high to where it struck, beaten at last, with its nose on the outer rocks.

The first rocket was true, but as the line fell across the deck a great green monster sprang forward and downward. Only two men remained where there had been seven. The second line fell clear, but the third landed, and the survivors made it fast to a winch. The chair was half way out to them when the next cruel charge came. It beat one of them for, when the shining cataraacts rolled from the deck it was a solitary figure that clung with arms and legs to the slippery metal. The buoy was waiting for him, but he dared not move. He chose his chance well, toppled across the perilous deck and got himself into the seat. Blinded and stung, he gripped the rope and was dragged through the welter of waters. His look was the look of a drowned man and his chilled hands held the rope with what seemed a death grip. It was only by force that the rescuers could unloosen the stiffened fingers and carry him to the station.

He gave no sign for a long while, and even when he breathed again an hour passed before he found his tongue. He lay there with blank eyes, his mouth half open, his jaw loose, no look of comprehension on his face. Not a word did he speak until, outside in the shed, the station mascot set to barking at the wind.

The man moved uneasily. "On de ship," he said, very slowly, each word apart. "On de ship I haf had von little dog."

And he wept, unrestrainedly, as a young girl weeps.—San Francisco Chronicle.

### Testing Wool Fabrics.

Two good ways of telling whether or not the cloth you buy for "all wool" is really what it is represented to be are given by Miss Anabel Turner of the home economics department of the University of Wisconsin in the Rural New Yorker.

"Unravel a sample of the material exposing the warp and weft threads separately," she says. "Wool fibers are more curly than the cotton. Then burn some of the threads; if cotton, they will burn quickly; if wool, more slowly with an odor like that of burning feathers or bone.

"If cotton and wool have been spun together in the same thread the above test is not reliable. In such a case, the alkali test should be used. Mix together one tablespoonful of Lewis lye and one pint of water. Place the sample of goods in a granite dish, cover with solution, and boil for five minutes. At the end of this time all the wool will be dissolved out leaving the cotton intact, so that it is easy to see how much cotton was used to adulterate the 'pure wool' fabric."

### When Is a Boat Not a Boat?

Harbor officials are in a quandary over this question: "When is a boat not a boat?" It all comes about through the popularity of the hydro-aeroplane, and so far there is no one connected with the government service who seems to be able to answer it. The officials whose duties include the enforcement of the harbor regulations maintain that it is a boat and as such comes under the regulations governing power boats and therefore must comply with the laws by carrying the stipulated equipment of signal horn, lights, life preservers, etc. On the other hand, the officials of the Aero Club of America as stoutly maintain that it is not a boat, but an aeroplane, and for proof point to the fact that it must have Aero club sanction to participate in competitive events and that its pilots must operate under an aviator's license, just as though it had only wheels instead of a hull for water maneuvering. Even the tentative court of last resort, the American Power Boat association, confesses itself "stumped."

### Couldn't Call It Stealing.

"Whether you believe or don't believe in the tariff, you'll admit that we'd have fewer multimillionaires if we'd never had high protection."

The speaker, Representative Abernethy, lighted a cigar and resumed: "This sort of thing reminds me, just a little bit, of old Calhoun Clay."

"Is this your first theft, Cal?" the old man's mistress asked, after she had caught him walking off with a bottle of beer.

"Yas'm," Cal replied. "Yas'm. I reckon dish-yere's mah fust theft, mum."

"Now, Cal, be careful," said the mistress, smiling, for she liked the old man well. "Didn't you sometimes use to take a chicken from the 'ole massa' when you were a young fellow down south?"

"Why, yas'm, mebbe I did take jes' one chicken," Cal agreed. "But dat wa'n't no stealin', mum. Dat wuz jes' prop'ty takin' prop'ty to suppo't prop'ty."—Washington Star.

## Master's Sale.

State of South Carolina—County of Edgefield—Court of Common Pleas.

Mrs. Mary K. Barr, et al, Plaintiffs against Jessie Rushton, et al.

Pursuant to the decree in this cause, I will sell at public outcry to the highest bidder before the court house, town of Edgefield and state of South Carolina, on sales day in January 1914, the same being the fifth day of said month the following described realty to wit:

"Two tracts of land as follows: One tract containing two hundred and ninety acres more or less, situate and being in Edgefield and Saluda counties in the state of South Carolina and known as the Elmore and Bush land, and bounded by lands of James Satcher, A M Mitchell and Barrell Nicholson; and the other tract of land contains one hundred and fifty-one acres more or less, situate in Edgefield county, state of South Carolina, and known as the Snipes land and bounded by lands of E L Yonce, Wm. Hare, James Temple and others."

Terms of sale cash. Purchaser to pay for papers. If purchaser does not comply with the terms of sale within one hour after sale, I will resell same at former purchaser's risk, unless satisfactory arrangements can be made with plaintiff's attorney and the Master.

S. M. Smith,  
Master E. C. S. C.

## COOL AND NUTRITIOUS

WELL-MADE MILK-SHAKE A DELIGHT ON A HOT DAY.

Easy to Make at Home, Provided the Necessary Utensils Are at Hand, and They Are Cheap and Easily Procured.

A food drink of real nutritive value and tempting appearance and taste is the well made milk shake. It is a lunch in itself for a warm summer's day, and is always a satisfying beverage for one who is hungry and tired.

The home made milk shake is just as good as the one made by the very best confectionery, if it is properly made. To begin with, if you would be a past master in the art of shake making, you must possess yourself of a shaker. One of nickel plate that is strong enough to stand hard shaking, made with a screw cover and a little spout through which the shake can be poured into a glass, costs about two dollars. The spout is covered with a small tip which can be unscrewed, and this is fastened to the top by a short chain which keeps it from being easily lost. Shakers for less than a dollar can also be bought, and they are quite as satisfactory for making a good milk shake.

For an egg milk shake, break an egg into the shaker, add flavoring and sweetening, half fill the shaker with rich milk and shake vigorously, in both hands, for three or four minutes. Pour it into a glass and fill it with milk. If a plain milk shake is wanted put flavoring, sweetening and milk in the shaker and shake them together by holding one hand over the top, the other over the bottom of the shaker, and shaking vigorously from the elbows.

If vanilla or some other flavoring extract is used, sweetening, either in the form of granulated sugar or a sweet sirup made by melting sugar over the fire in just enough water to boil it in solution, must be used with it. If a flavoring sirup is used that is generally sufficiently sweet.

Chocolate sirup can be kept on hand for making milk shakes. To make it, mix a third of a cupful of cocoa with two cupfuls of granulated sugar. Gradually add a cupful of boiling water and let the mixture boil for five minutes. When it is cold add a teaspoonful of vanilla and a teaspoonful of very strong coffee. This mixture of flavors produces a delicate taste, but the coffee can be omitted and twice as much sugar added instead. About two teaspoonfuls of the sugar are needed for one glassful of milk.

If the milk shake made according to the directions already given proves too heavy, make it with two-thirds milk and one-third apollinaris water, drawn ice cold from a siphon.

### Curtain Straps.

Very dainty curtain straps may be made of a strip of flannel. Cut the desired length and fold the ends to form a point; also fold the net along the sides and secure it by a line of cross-stitching. Embroider a simple cross-stitch design down the center of the strip. At each end fasten either a crocheted or buttonholed ring.

These net embroidered straps are very attractive when colors matching the overhanging are used for the cross-stitching. The strips are lovely in all white with a pattern in flannel to take the place of the cross-stitch patterns.

### Sour Cream Dressing.

Cream together one-quarter cup each sugar and butter, one tablespoon each salt, flour and mustard and a few grains cayenne. Scald half-pint jar light cream which has been soured. Add the yolks of two eggs to the first mixture with the scalded cream. Cook over hot water, stirring constantly until the mixture begins to thicken, then add half a cup vinegar, gradually, stirring constantly and finish thickening. Strain and cool.

### Ginger Sauce.

Bruse one or two pieces of whole ginger, put them into a saucepan with three ounces of loaf sugar and a pint of water and boil for several minutes, then skim and strain the liquor. Mix a little arrowroot smoothly with a little cold water, stir in the other liquor, return it all to the stewpan and stir over the fire till thickened and boiling, when it is ready for the table.

### Cork Filling for Pillows.

Get from your grocer a quantity of the ground cork in which grapes are packed. With it fill pillows for the porch and hammock. They are light and comfortable and are not injured by a storm. There is no danger of their drawing dampness and becoming matted, as so many fillings do.

### For Perfuming Handkerchiefs.

Break up a quarter of an ounce of orris root and tie up in a piece of muslin. Boil with the handkerchiefs for a quarter of an hour, using about three pints of water to a quarter ounce of orris root. When dry iron carefully and you will find your handkerchiefs will retain a delicate violet odor.

### Laundry Hint.

When washing dresses with patent fasteners on them, fasten them before washing. This keeps the springs all right and saves time and trouble.

### To Keep Onions.

Heat a poker red hot and with it singe the roots to prevent all premature growth; place in a dry cold room.

## HONOR IS NOT STEPHENSON'S

Fifteen Years Before He Built the Rocket, William Hedley Had Produced Practical Locomotive.

There is cause for wonder at the failure of the industrial world to commemorate fittingly the centenary of the locomotive steam engine. It is, of course, still less than a hundred years since the building of Stephenson's Rocket, and there are many who think of it as the first locomotive; but it was not, nor was Stephenson the original inventor of steam traction on railways. Doubtless his genius well deserves the fame which it has won, as does that of Fulton and Morse; yet it can scarcely be disputed that all three of those illustrious benefactors of the race did their great works in the successful adaptation and combination of elements which had previously been discovered and employed by others.

The germ of the locomotive was first displayed by Trevithick, at the end of the eighteenth century, but he lacked the genius or the persistence to bring it to perfection. It was left to William Hedley, chief engineer of the historic Wylam colliery, near Newcastle-on-Tyne, assisted by his colleague, Timothy Hackworth, to produce in June, 1813, a practical locomotive steam engine for use on the colliery railroad. This epoch-making machine, which was named Puffing Billy and which is still preserved in the South Kensington museum, worked satisfactorily and was the prototype of many others which were widely used for fifteen years, until in 1829 the Liverpool and Manchester Railroad company encouraged Stephenson to devise and build the Rocket.

It is doubtless true that it was Stephenson who gave the impulse to the marvelous development of the locomotive which has since occurred. It is equally true that it was Hedley's great invention which gave the inspiration and the impulse to Stephenson. The Newcastle engineer's achievement of just a century ago may therefore be regarded as the beginning of what must rank among the three or four most valuable and influential mechanical inventions in the history of the world.

## PENALTY FOR "BUTTING IN"

Insulted Passenger Got Little Sympathy From Conductor, and Really Did Not Deserve Any.

An unexplained incident with a humorous side occurred at a railroad terminus. A train was drawing out from the station when a man came running along the platform. "Smith! Smith!" he shouted.

In a carriage at the rear of the train sat a passenger, who, hearing the cry, thrust his head out of the window, immediately the runner on the platform struck him a smart blow across the cheek.

Every moment the wheels were revolving more swiftly, and before the insulted passenger could call an official the train was clear of the station. He went at once to the conductor.

"What kind of an outrage is this?" he demanded. "Here am I, an innocent passenger, sitting quietly just as the train pulls out of the station. Suddenly a man runs down the platform shrieking 'Smith! Smith!' I look out of the window, and he reaches up and almost knocks my head off! Now, I want to—"

"Pardon me," interrupted the conductor. "Is your name Smith?"

"No, it isn't, and that is just what makes—"

"Well, then, sir, what did you look out of the window for? There wasn't anybody calling you, was there?"

### Electric Freightyards.

One of the most difficult problems in connection with railway electrification is the electric operation of switching yards for freight service. Where the third rail system of operation is employed, it will be conceded, probably, that operation of a freight yard by electric power is out of the question. The work of yard men is dangerous enough at the present time; and if we were to add to present dangers the necessity of keeping clear of a labyrinth of highly charged third rails, extending all over the labyrinth of tracks, it may well be expected that the result in casualties would shortly result in a public outcry and consequent legislation compelling the abandonment of the system of electric distribution, however, such as is now in use on some lines, it becomes possible to equip a freight yard for electric operation by suspending a network of electric conductors overhead. This has now been done for the New Haven railway at its Harlem river terminal in the northern part of New York city. This terminal covers an area of two hundred or three hundred acres, and its tracks have a total extent of eighty-six miles.

### Full Crew Law Upheld.

The supreme court of Pennsylvania affirmed a lower court upholding the constitutionality of the "Full Crew Law."

The Pennsylvania railroad, which sought to restrain the state railroad commission from enforcing the law, asserted it would increase the road's expenses nearly one-half million dollars annually without providing additional safeguards for the traveling public.

The law is similar to those of Arkansas and Indiana, which have been passed upon by the United States Supreme court. It requires an extra brakeman on all-passenger trains of more than three cars and all freight trains with more than thirty cars.

## Fresh Seed For Green Lots and Cover Crops.

The farmers of Edgefield county have learned the value of winter cover crops and are year by year by year increasing the acreage of winter crops. The season is approaching for sowing these crops also for sowing green lots, and we have received large shipments of

Barley, Rye, Vetch, Crimson Clover And Apples Oats.

We ordered these seed from the largest and most reliable house in the South, therefore we know they are dependable and will germinate. Come in and let us supply your needs.

W. W. Adams & Co.

## Don't Read

If not interested. But you are obliged to be interested where money is to be saved in the purchase of necessities of life both for yourself and livestock. We are now in our warehouse, corner of Fenwick and Cumming streets, two blocks from the Union Passenger Station where we have the most modern warehouse in Augusta with floor space of 24,800 square feet and it is literally packed with groceries and feeds from cellar to roof. Our stock must be seen to be appreciated. Our expenses are at least \$450.00 a month less since discontinuing our store at 863 Broad street, and as goods are unloaded from cars to warehouse, we are in a position to name very close prices. If you really want the worth of your money see or write us

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50,000 acres of improved and unimproved lands at prices that will sell them. These lands are situated in "Wire-Grass Georgia" the best farming section in the state. No terracing and no irrigation.

202½ acres, 65 under cultivation, 85 acres fenced, mostly wire, 55 cleared, not broke. Near three churches, good school; on one public road and nearing another. Good 4-room frame house, two fire places, good barn and good well. 10 miles to two good markets. Rents for \$300 cash per year. Will sell for \$15 per acre cash.

175 acres, one and one half miles from Lumber City, Ga.; 90 acres cleared, stumped and under cultivation; extra good 4-room house, two fire places; good barn; good well also spring on place. 130 pecan trees three years old and all under good wire fence. For quick sale will take \$25 per acre.

These lands have good clay sub-soil and we have a number of others which we can not describe in this space. If these do not suit you let us hear from you and we will give you further information. If not as represented will pay your railroad fare.

## A. J. Wismer & Co.

Lumber City, Georgia.

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Representing the HOME INSURANCE COMPANY, of New York, and the old HARTFORD, of Hartford, Connecticut.

The HOME has a greater Capital and Surplus combined than any other company.

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"HAS THE STRENGTH OF GIBRALTAR."

E. J. Norris,

FIRE AND LIFE INSURANCE.

## "Cured"

Mrs. Jay McGee, of Stephenville, Texas, writes: "For nine (9) years, I suffered with womanly trouble. I had terrible headaches, and pains in my back, etc. It seemed as if I would die, I suffered so. At last, I decided to try Cardui, the woman's tonic, and it helped me right away. The full treatment not only helped me, but it cured me."

TAKE  
**Cardui**  
The Woman's Tonic

Cardui helps women in time of greatest need, because it contains ingredients which act specifically, yet gently, on the weakened womanly organs. So, if you feel discouraged, blue, out-of-sorts, unable to do your household work, on account of your condition, stop worrying and give Cardui a trial. It has helped thousands of women,—why not you? Try Cardui. E-71

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Ladies skirts and suits also cleaned and pressed. Satisfaction guaranteed.

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